

evident. And, the potential of improving the M-15 connection at I-69 will make it even more attractive. So, SLAM appears to be producing logical results in redistributing the study area's growth.

These growth data produce the traffic forecasts shown on Figure 4-8. As would be expected, the largest changes in traffic volumes are in Oakland County where the growth is lowered by SLAM. And, because Irish Road can serve some of the growth shifted to Genesee, further decline of traffic on M-15 is projected. But, because a good part of the growth is shifted to the M-15/I-69 northeast quadrant, traffic on M-15 at I-69 is even greater than the earlier forecast. In total, the shift in growth forecast through SLAM doesn't relieve enough traffic on M-15 to eliminate the need for some improvement.

Alternative No. 3 - Widen M-15

All alternatives to widen M-15 (five-lane, narrow and wide boulevards) are characterized the same way in the travel model (Figure 4-9). The widened road is expected to carry about 5 to 10 percent more than the baseline system in the core of the corridor. The speed and capacity of the road cause the attraction of this additional traffic. But, this is the only alternative, i.e., widening M-15, that meets the traffic demand from I-69 to I-75. Bypasses provide limited relief on a limited length of M-15. Because of that potential, they are evaluated for their overall effects on the study area.

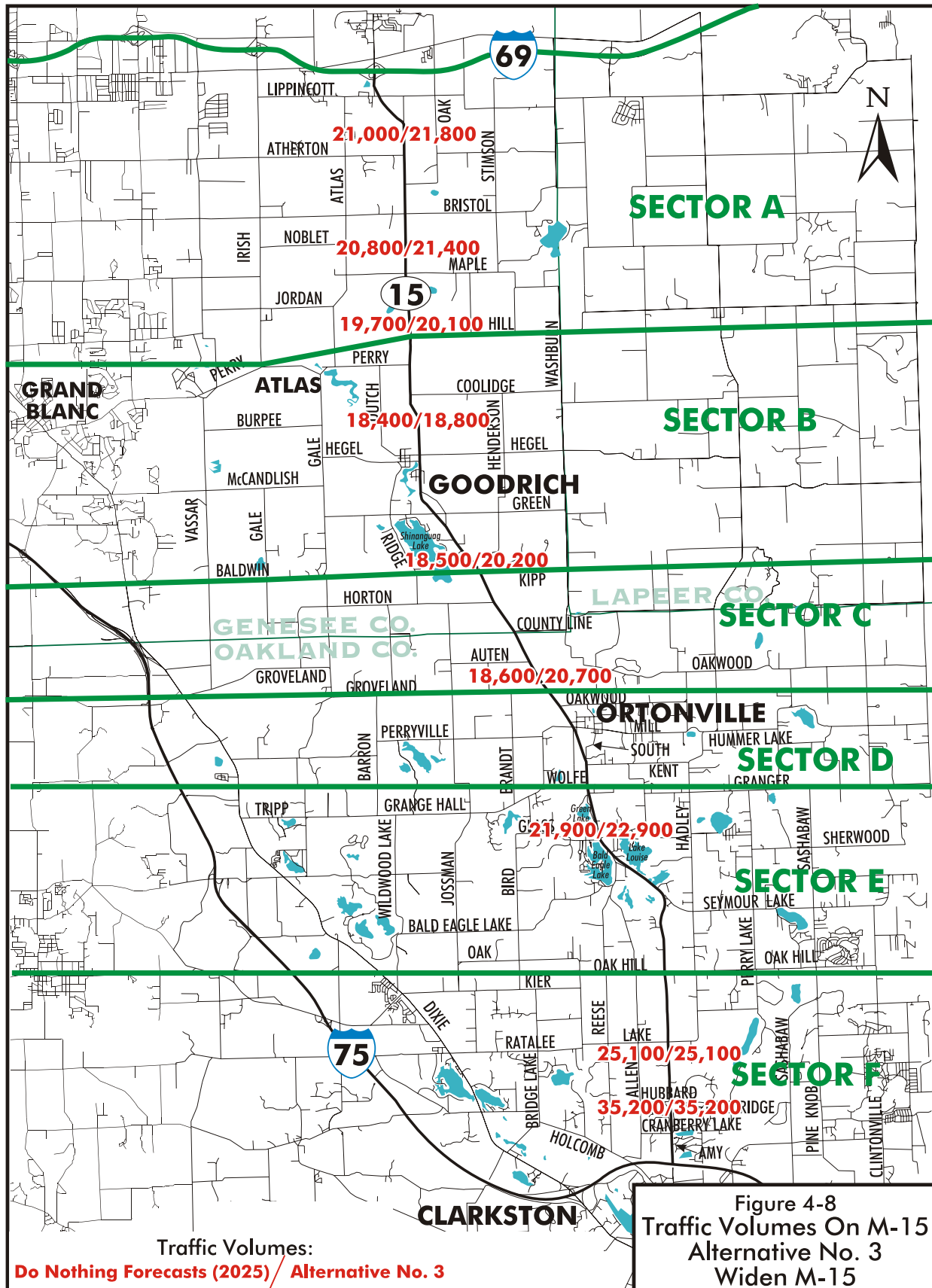
4.1 Evaluation of the Alternatives

To make this evaluation flow smoothly, the following comparisons will be made in the order shown:

1. Irish Road (wide boulevard) vs. M-15 wide boulevard.
2. Goodrich Bypass (wide boulevard) with M-15 wide boulevard.
3. Lake Louise Bypass (wide boulevard) with M-15 wide boulevard.
4. M-15 five-lane vs. narrow boulevard vs. wide boulevard.
5. The Goodrich one-way pair.

4.1.1 Irish Road vs. M-15 Wide Boulevard

Three corridor sectors are involved in the comparison of Irish Road to M-15. Both roadway improvements would involve wide-boulevard cross sections. By reviewing the data on Table 4-4, it can be seen that Irish Road's impacts in almost every category and in every sector equal or exceed those associated with widening M-15. Particularly negative effects are the expected impact of Irish Road on two properties now listed on the *National Register*. These are the John McAra (Queen Anne) house and the "round" barn (at 4277 Irish Road), one of only a dozen in Michigan. Potential farmland impacts are also greater along Irish Road than M-15. And, while wetland effects are about the same between the two proposals, M-15 has a more negative



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Table 4-4
Evaluation Data: First-Level Screening
Irish Road vs. M-15 Wide Boulevard

Sector → Improvement → Factor ↓	Sector A				Sector B				Sector	
	Irish Road		M-15		Irish Road		M-15		Irish Road	
	#	Per Mi.	#	Per Mi.	#	Per Mi.	#	Per Mi.	#	Per Mi.
1. Displacements										
Homes	105	20.1	32	7.1	35	9.2	57	14.8	14	7.0
2. Historics										
National Register Property	2		0		0		0		0	
Archaeologic Site	0		0		0		0		0	
3. Waterways										
Lake	0		0		1		0		0	
Perennial Stream	1		0		1		1		1	
Drain	1		4		0		1		0	
Pond	0		1		2		0		1	
Intermittent Stream	0		0		2		0		0	
4. Farmland										
Acres	30	6.0	3	0.7	27	6.8	4	1.0	15	7.5
5. Wetlands										
Acres	7	1.4	8	1.9	12	3.0	4	1.0	7	3.3
6. Parks/Recreation Areas										
Public	0		0		0		0		0	
Private	0		1		0		0		0	
7. Community Cohesion										
High/Medium/Low	Medium		Medium		Medium		High		Medium	
8. Engineering Difficulty										
High/Medium/Low	Medium		Low		High		Medium		High	
9. Traffic Flow on M-15										
Vehicles/Day in 2025	16,400/19,800		20,100/21,800		13,000/15,800		18,800/20,200		15,800/18,600	

Source: The Corradino Group

issue in the parkland/recreation category as it would touch the edge of (not sever) a private nature area near Atherton Road in Sector A.

The engineering issues are also expected to be more complicated with widening Irish Road. The number of waterways to be addressed, the more rolling terrain to be encountered and the soil conditions cause the engineering difficulty of the Irish Road improvement in Sector B to be rated “high.” Nevertheless, Irish Road can divert between 15 and 30 percent of the traffic on M-15 in Sector B. It doesn’t, however, eliminate the need for four lanes on most of M-15.

Evaluation of these data was undertaken by the nine consultant team members who ranked the evaluation factors (Table 4-5). A scale of 1 to 100 was used with a score above 50 considered positive. The results indicate the consultant believed the displacement effects of both the Irish Road and M-15 proposals are considered negative in Sectors A and B as at least 30 homes would be lost in each segment (up to 20 per mile of road improvement). The potential historic impacts of the Irish Road widening in Sector A are recognized with the lowest score in any category (11.67). The expected farmland impacts in each sector are also considered negative for Irish Road. And, while traffic relief to M-15 is significant compared to other alternatives, the consultant scored Irish Road low because in Sectors A and C it can’t solve the need for widening M-15.

Table 4-5
Consultant's Scoring of Alternatives
Irish Road vs. M-15 Wide Boulevard

Sector →	Sector A		Sector B		Sector C	
Improvement →	Irish Road	M-15	Irish Road	M-15	Irish Road	M-15
Evaluation Factor ↓						
Displacements	10.56	49.56	39.00	25.44	53.00	64.67
Historics	11.67	78.56	78.67	78.67	79.56	78.89
Waterways	69.11	48.33	38.44	62.11	67.56	68.56
Farmland	44.11	78.44	45.22	75.89	44.67	80.44
Wetlands	52.67	48.67	38.44	56.00	36.33	44.78
Parks/Recreation Areas	87.78	74.44	88.33	88.33	87.78	88.33
Community Cohesion	50.67	57.67	50.67	20.00	55.67	54.33
Engineering Difficulty	64.22	74.33	49.33	64.00	41.89	81.33
Traffic Flow	38.33	85.67	62.67	87.78	23.89	86.33

Source: The Corradino Group

The combination of the scores of Table 4-5 with the evaluation factor weights provided by the citizens and the consultant produces the “bottom line” comparison of these two alternatives (Table 4-6). The two evaluations each consider the Irish Road proposal in Sector A negative (i.e., scores lower than 50). And, while this is not the case in Sectors B and C, Irish Road does not exceed the M-15 wide-boulevard proposal in the assessment of impacts. When the scores of the three sectors are averaged, Irish Road is a poor performer while the M-15 proposal is not. Therefore, the consultant recommends the Irish Road proposal be eliminated from further analysis.

Table 4-6
Results of Evaluation by Group
Irish Road vs. M-15 Wide Boulevard

Sector →	Sector A		Sector B		Sector C		Average	
Improvement	Irish Road	M-15	Irish Road	M-15	Irish Road	M-15	Irish Road	M-15
Evaluation Group ↓								
Citizens	44.41	62.90	51.28	58.48	53.48	68.86	49.72	63.41
Consultant	43.23	63.67	52.04	58.02	51.78	69.33	49.02	63.67

Source: The Corradino Group

4.1.2 Goodrich Bypass vs. M-15 Wide Boulevard

Table 4-7 provides evaluation data for the proposed Goodrich bypass and widening M-15 to a wide boulevard. The M-15 concept performs much better in all categories but displacements and impacts on community cohesion. The bypass is expected to impact the Alanson Green farm residence listed on the *National Register of Historic Places*. The bypass' farmland impacts are significant as are its effects on wetlands.

Table 4-7
Evaluation Data: First-Level Screening
Goodrich Bypass vs. M-15 Wide Boulevard

Sector →	Sector B/Goodrich			
Improvement →	Bypass		M-15	
Factor ↓	#	Per Mi.	#	Per Mi.
1. Displacements				
Homes	14	3.5	57	14.8
2. Historics				
National Register Property	1		0	
Archaeologic Site	0		0	
3. Waterways				
Lake	0		0	
Perennial Stream	1		1	
Drain	1		1	
Pond	1		0	
Intermittent Stream	1		0	
4. Farmland				
Acres	52	13.0	4	1.0
5. Wetlands				
Acres	16	4.0	4	1.0
6. Parks/Recreation Areas				
Public	0		0	
Private	0		0	
7. Community Cohesion				
High/Medium/Low	Medium to High		High	
8. Engineering Difficulty				
High/Medium/Low	Medium		Medium	
9. Traffic Flow on M-15				
Vehicles/Day in 2025	14,900/15,000		18,800/20,200	

Source: The Corradino Group

The results of the consultant's evaluation of these data are shown on Table 4-8. Again it is noted a score of more than 50 is considered positive. As can be seen, the Goodrich bypass performs well in all categories but historic, farmland and wetland impacts. There the scores are very low. Likewise, the potential displacement of almost five dozen homes (15 per mile) and the community cohesion impacts of widening cause the consultant to score the M-15 concept low.

The combination of these scores with the citizen and consultant weights indicates that the Goodrich bypass barely passes with a score of 50.32 using the citizen weights (Table 4-9). It scores higher with the consultant's weighting of evaluation factors. But, both scores are below those of the M-15 concept. So, the construction of a Goodrich bypass is not recommended for further study.

4.1.3 Lake Louise Bypass vs. M-15 Wide Boulevard

The comparison data of the Lake Louise bypass with the M-15 wide boulevard option indicates the proposed bypass will have significant consequences in the categories dealing with historic, wetlands, community cohesion, engineering difficulty and traffic flow (Table 4-10). One significant archaeological site is potentially affected by the bypass proposal. It is expected to consume nine acres per mile of wetlands for a 27-acre total. It will create a significant impact on the cohesion of the community which it will cross. Building it will not be without challenges, including the rugged terrain and wet soils. And, while some traffic is expected to be diverted from M-15, it will not be enough to alleviate the need for four lanes on that road.

The consultant's scoring of these data reflects the difficult aspects of the proposed Lake Louise bypass (Table 4-11). By the same token, it recognizes the large displacements, waterways and wetlands impacts as well as the engineering difficulty of expanding M-15 to a wide boulevard. When these scores are combined with the evaluation factor weightings of the consultant and the citizens, the bypass doesn't achieve a passing score (Table 4-12). The consultant recommends it for elimination.

4.1.4 Comparison of M-15 Widenings

The two previous scorings indicate the alternatives to widening M-15 are not preferable proposals. Nor is the "fatally flawed" Alternative No. 1 - Paved Gravel Roads. The objective now is to determine whether any of the M-15 widening options should be dropped from further evaluation.

Table 4-8
Consultant's Scoring of Alternatives
Goodrich Bypass vs. M-15 Wide Boulevard

Sector →	Sector B/Goodrich	
Improvement →	Bypass	M-15
Evaluation Factor ↓		
Displacements	69.67	25.44
Historics	27.22	78.67
Waterways	52.56	62.11
Farmland	22.22	75.89
Wetlands	28.22	56.00
Parks/Recreation Areas	85.00	88.33
Community Cohesion	56.67	20.00
Engineering Difficulty	65.22	64.00
Traffic Flow	65.56	87.78

Source: The Corradino Group

Table 4-9
Results of Evaluation by Group
Goodrich Bypass vs. M-15 Wide Boulevard

Sector →	Sector B/Goodrich	
Improvement →	Bypass	M-15
Evaluation Group ↓		
Citizens	50.32	58.48
Consultant	53.07	58.02

Source: The Corradino Group

Table 4-10
Evaluation Data: First-Level Screening
Lake Louise Bypass vs. M-15 Wide Boulevard

Sector →	Sector E/Lake Louise			
Improvement →	Bypass		M-15	
Factor ↓	#	Per Mi.	#	Per Mi.
1. Displacements				
Homes	10	3.3	47	15.7
2. Historics				
National Register Property	0		0	
Archaeologic Site	1		0	
3. Waterways				
Lake	0		3	
Perennial Stream	1		0	
Drain	0		0	
Pond	0		1	
Intermittent Stream	4		2	
4. Farmland				
Acres	10	3.3	NS	--
5. Wetlands				
Acres	27	9.0	11	3.7
6. Parks/Recreation Areas				
Public	0		0	
Private	1		0	
7. Community Cohesion				
High/Medium/Low	High		Medium	
8. Engineering Difficulty				
High/Medium/Low	High		High	
9. Traffic Flow on M-15				
Vehicles/Day in 2025	17,000		22,900	

NS – No Significant Quantity
Source: The Corradino Group

Table 4-11
Consultant's Scoring of Alternatives
Lake Louise Bypass vs. M-15 Wide Boulevard

Sector →	Sector E/Lake Louise	
Improvement →	Bypass	M-15
Evaluation Factor ↓		
Displacements	72.56	25.67
Historics	40.00	78.78
Waterways	55.00	39.33
Farmland	58.89	92.22
Wetlands	11.11	34.22
Parks/Recreation Areas	56.67	88.33
Community Cohesion	45.56	51.66
Engineering Difficulty	44.11	47.67
Traffic Flow	40.00	84.56

Source: The Corradino Group

Table 4-12
Results of Evaluation by Group
Lake Louise Bypass vs. M-15 Wide Boulevard

Sector →	Sector E/Lake Louise	
Improvement	Bypass	M-15
Evaluation Group ↓		
Citizens	46.92	55.95
Consultant	46.01	54.70

Source: The Corradino Group

The data on Table 4-13 provide the basis upon which this judgment can be made. It is noteworthy when reviewing it that the consequences are greater the wider the road. For example, the same streams may be crossed by each widening option, but the impact of a wider structure and associated supports, drainage, and the like will often cause the boulevard concepts to have greater impacts than the five-lane option and the wide boulevard to be more impacting than a narrow boulevard. A review of the evaluation data by sector is provided next.

4.1.4.1 Sector A

The evaluation data indicate that in Sector A there are likely to be few major impacts associated with a five-lane M-15. This is also true of a narrow boulevard, except in the waterways category where the Cummings Drain is crossed three times, the Hoyle Drain once, and one pond is affected. The proposed wide boulevard is also associated with this latter impact plus its displacements (32 total, 7.1 per mile), and wetlands impacts are significant (8 acres, 1.9 per mile).

Scoring of these data by the consultant reflects these concerns (Table 4-14). And, when the consultant's scores are combined with the weights of the evaluation factors, the five-lane option is the highest scoring alternative at this level of evaluation (Table 4-15). Nevertheless, all three options perform well with scores above 60. The most concern is over potential impacts on waterways, wetlands and community cohesion.

4.1.4.2 Sector B

The displacement impacts of widening M-15 are greater in this sector than Sector A as each option would likely displace three dozen to almost five dozen residences (Table 4-13). Expected effects associated with waterways, farmlands, wetlands, and parks are less than in Sector A. However, community cohesion becomes a bigger concern in Goodrich. Engineering issues in Sector B are somewhat more complicated than in Sector A.

The consultant's evaluation responds to these data by providing the lowest score in the area of community cohesion where a widened M-15 has major potential consequences in Goodrich (Table 4-14). Only the impacts in the displacements category cause scores at as low a level as the community cohesion evaluations. Combining these data with the evaluation factor weights results in an indication that all widening options perform lower in Sector B than in Sector A with the wide-boulevard alternative scoring lowest (Table 4-15). Nevertheless, all have passing scores.

4.1.4.3 Sector C

While wetlands impacts for the short section of M-15 in Sector C are a concern, all other impacts appear manageable for all widening options (Table 4-13). This results in very high scores (Table 4-14) and strong overall results for the proposal to widen M-15 in this sector (Table 4-15).

Table 4-13
Evaluation Data: First-Level Evaluation
M-15 Widening

Sector →			Sector A						Sector B						Sector			
Improvement →			Five-Lane		Narrow Blvd.		Wide Blvd.		Five-Lane		Narrow Blvd.		Wide Blvd.		Five-Lane		Sector	
Factor ↓			#	Per Mi.	#	Per Mi.	#	Per Mi.	#	Per Mi.	#	Per Mi.	#	Per Mi.	#	Per Mi.	Narr	
1. Displacements																		
	Homes	3	0.7	12	2.7	32	7.1	36	9.0	47	11.8	57	14.8	2	1	5		
2. Historic																		
	National Register Property	0		0		0		0		0		0		0		0		
3. Waterways																		
	Archaeologic Site	0		0		0		0		0		0		0		0		
	Lake	0		0		0		0		0		0		0		0		
	Perennial Stream	0		0		0		1		1		1		0		0		
	Drain	4		4		4		1		1		1		1		1		
	Pond	0		1		1		0		0		0		0		0		
	Intermittent Stream	0		0		0		0		0		0		1		1		
4. Farmland																		
	Acres	1	0.2	2	0.4	3	0.7	NS	--	3	0.8	4	1.0	NS	--	1		
5. Wetlands																		
	Acres	3	0.7	6	1.4	8	1.9	2	0.5	3	0.8	4	1.0	2	1.0	3		
6. Parks/Recreation Areas																		
	Public	0		0		0		0		0		0		0		0		
	Private	1		1		1		0		0		0		0		0		
7. Community Cohesion																		
	High/Medium/Low	Medium		Medium		Medium		Med. to High		High		High		Medium		Me		
8. Engineering Difficulty																		
	High/Medium/Low	Low		Low		Low		Medium		Medium		Medium		Low		L		
9. Traffic Flow on M-15																		
	Vehicles/Day in 2025	20,100/21,800		20,100/21,800		20,100/20,800		18,800/20,200		18,800/20,200		18,800/20,200		20,200/20,700		20,200		

NS – No Significant Quantity
Source: The Corradino Group

Table 4-14
Consultant's Scoring of Alternatives

Sector → Improvement → Evaluation Factor ↓	Sector A			Sector B			S
	Five-Lane	Narrow Blvd.	Wide Blvd.	Five-Lane	Narrow Blvd.	Wide Blvd.	
Displacements	88.56	74.44	49.56	38.56	31.33	25.44	Na
Historics	85.89	82.22	78.56	87.11	82.89	78.67	
Waterways	57.67	49.33	48.33	65.11	63.44	62.11	
Farmland	84.89	76.67	78.44	87.89	77.33	75.89	
Wetlands	62.44	52.44	48.67	68.11	61.78	56.00	
Parks/Recreation Areas	76.11	75.33	74.44	88.33	88.33	88.33	
Community Cohesion	59.22	62.67	57.67	40.00	27.22	20.00	
Engineering Difficulty	75.28	75.22	74.33	62.67	64.78	64.00	
Traffic Flow	79.89	84.11	85.67	81.89	86.22	87.78	

Sector → Improvement → Evaluation Factor ↓	Sector D			Sector E			S
	Five-Lane	Narrow Blvd.	Wide Blvd.	Five-Lane	Narrow Blvd.	Wide Blvd.	
Displacements	63.78	47.33	35.22	67.78	51.00	25.67	Na
Historics	86.33	82.67	79.00	86.11	82.44	78.78	
Waterways	43.33	40.44	39.67	62.67	61.22	39.33	
Farmland	92.22	92.22	92.22	92.22	92.22	92.22	
Wetlands	56.67	48.56	42.44	52.89	41.44	34.22	
Parks/Recreation Areas	88.33	88.33	88.33	88.33	88.33	88.33	
Community Cohesion	56.67	60.56	54.89	56.67	56.33	51.56	
Engineering Difficulty	56.44	57.11	55.89	48.22	48.89	47.67	
Traffic Flow	78.22	82.78	84.56	78.22	82.78	84.56	

Source: The Corradino Group

Table 4-15
Results of Evaluation by Group

Sector →	Sector A			Sector B		
Improvement →	Five-Lane	Narrow Blvd.	Wide Blvd.	Five-Lane	Narrow Blvd.	Wide Blvd.
Evaluation Group ↓						
Citizens	74.06	68.63	62.90	66.62	61.78	58.48
Consultant	74.31	69.59	63.67	65.25	61.24	58.02

Sector →	Sector C			Sector D		
Improvement →	Five-Lane	Narrow Blvd.	Wide Blvd.	Five-Lane	Narrow Blvd.	Wide Blvd.
Evaluation Group ↓						
Citizens	76.52	72.29	68.86	67.50	63.60	59.67
Consultant	76.29	72.48	69.33	66.45	62.78	58.77

Sector →	Sector E			Sector F		
Improvement →	Five-Lane	Narrow Blvd.	Wide Blvd.	Five-Lane	Narrow Blvd.	Wide Blvd.
Evaluation Group ↓						
Citizens	69.72	65.00	55.95	77.71	74.16	68.25
Consultant	67.97	63.43	54.70	75.89	72.52	66.38

Sector →	Overall Average		
Improvement →	Five-Lane	Narrow Blvd.	Wide Blvd.
Evaluation Group ↓			
Citizens	72.02	67.58	62.35
Consultant	71.03	67.01	61.82

Source: The Corradino Group

4.1.4.4 Sector D

The potential impacts associated with widening M-15 on three crossings of Duck Creek, two ponds and one intermittent stream are the major concerns in Sector D (Table 4-13). Displacements return to a relatively high level with the boulevard options. Wetlands issues remain a concern. All other impacts appear manageable. So, the evaluation results (Tables 4-14 and 4-15) here are comparable to those of Sectors A and B but not as strong as Sector C.

4.1.4.5 Sector E

Potential displacements continue to increase as the proposed widening moves south into Sector E. The waterway impacts associated with the wide boulevard's effects on Lawrence Lake, Lake Louise, Grass Lake, an unnamed pond and one intermittent stream are also large (Table 4-13). The impact on wetlands, particularly with both boulevard options, continues to be a major issue. And, wet soils, waterbody issues and the presence of a pipeline make the engineering challenges of widening M-15 more significant in Sector E than any other sector.

These characteristics lead to the consultant's scores shown on Table 4-14 and the overall evaluation results of Table 4-15. These data reflect the wide boulevard is a challenging option in Sector E.

4.1.4.6 Sector F

The evaluation data for widening M-15 in Sector F illustrate few major impacts except for the potential displacements of a wide boulevard (Table 4-13). So, the evaluation results (Tables 4-14 and 4-15) show there is more potential for widening M-15 in Sector F as compared to all other sectors. This is particularly the case because the wetlands impacts are not expected to exceed two acres in this sector.

4.1.4.7 Recommendation

Table 4-16 shows the overall impacts of the three options to widening M-15 from I-69 to I-75. Each has an overall evaluation that would lead to its inclusion in the next level of analysis. However, based on public input which clearly indicates concerns over displacements and wetlands impacts, the implications associated with a wide boulevard (197 displacements, 34 acres of wetlands) are significant and can't be ignored.

Likewise, the discussions at the September 20, 2000 morning scoping meeting indicated state resource agencies, with responsibility to approve a project, are very concerned about the extent of wetlands takings with M-15's widening. Plus, the consultant's field inventory indicates the quality of the wetlands along sections of M-15 will make the wide boulevard option a difficult solution. This is particularly true when the federal rules guiding this type project indicate wetland use can only occur when there is "no practicable" alternative and state rules require a demonstration that there are "...no feasible and prudent alternatives" when wetlands are to be used. In this case, options to a wide boulevard do exist -- either the narrow boulevard or a five-lane road or doing nothing. So, the consultant recommends as the project proceeds that the wide boulevard option be dropped.

Table 4-16
Summary of M-15 Widening Alternatives
Evaluation of Data and Results

Improvement Factor	Five-Lane		Narrow Blvd.		Wide Blvd.	
	#	Per Mi.	#	Per Mi.	#	Per Mi.
Displacements	64	3.2	114	5.7	197	9.8
Historics	0		0		0	
Waterways	19		20		23	
Farmland (Acres)	1	0.1	6	0.3	9	0.5
Wetlands (Acres)	13	0.65	24	1.2	34	1.7
Parks/Recreation	0 ¹		0 ¹		0 ¹	
Community Cohesion	Medium to High		Medium to High		Medium to High	
Engineering Difficulty	Low to High		Low to High		Low to High	
Traffic Flow	18,800 to 35,200		18,800 to 35,200		18,800 to 35,200	
Citizens' Evaluation	72.02		67.58		62.35	
Consultant's Evaluation	71.03		67.01		61.82	

¹One private nature area near Atherton Road may be touched on edge.

Source: The Corradino Group

One last note is in order. The concept of a one-way pair in Goodrich (by continuing the existing roadway as the southbound element of the one-way pair and a new two-lane road built to serve northbound traffic) is considered viable (Table 4-17). Its impacts appear manageable with the most concern in the wetlands area. The five acres of wetlands expected to be impacted along the one-mile section of new road is at least double the comparable section of M-15, if it were widened to five lanes or to a narrow boulevard.

Table 4-17
Evaluation Data: First-Level Screening
Goodrich New One-Way Section
(two lanes wide)

Factor	#	Per Mi.	Consultant's Score
1. Displacements			80.78
Homes	3	3.0	
2. Historics			85.22
Natural Register Property	0		
Archaeologic Site	0		
3. Waterways			71.57
Lake	0		
Perennial Stream	1		
Drain	0		
Pond	0		
Intermittent Stream	0		
4. Farmland			79.00
Acres	1	1.0	
5. Wetlands			26.56
Acres	5	5.0	
6. Parks/Recreation Areas			80.56
Public	0		
Private	1		
7. Community Cohesion			78.89
High/Medium/Low	Low		
8. Engineering Difficulty			62.78
High/Medium/Low	Medium		
9. Traffic Flow on M-15			84.67
Vehicles/Day in 2025	9,400		
	Citizens' Evaluation		70.39
	Consultant's Evaluation		70.71

Source: The Corradino Group